

THE BALTIC FLEET.

TWO SQUADRONS SIGHTED NEAR PENANG.

SAIGON, April 28.
Two squadrons have been sighted sixty miles to the south of Penang to-morrow, before proceeding to Cairo.

MOSKOW CHURCH.—Mgr. Aureglio Briante will hold a confirmation and first communion at 8 a.m. on Sunday next in the Moskow Church, Cairo.

SANDON, April 28.
Rodenstevens finally left Kamtschatka Bay during the evening of the 26th inst. (Reuter.)

PEKIN, April 28.

Two squadrons, consisting of 8 and 7 vessels respectively, presumably Nabogoff's command, were sighted last night 60 miles south of Penang steering towards Singapore. (Reuter.)

RUSSIAN UNREST.

PEASANT RIOTS.

ST. PETERSBURG, April 27.
Despite Trepov's proclamation, the shops here are already being barricaded.

Official reports from the Caucasus describe numerous encounters between the peasants and the troops. The former are armed with pick-axes and bludgeons. Many of the revolters occasionally have been killed or wounded in consequence of charges by the Cossacks.

Serious disorders have taken place at Chelabinsk on the Siberian railway. Troops have been sent from Ekaterinburg. (Reuter.)

THE NEW RUSSIAN LOAN.

LONDON, April 28.
The "Standard" states that it is believed the new Russian loan has been placed at a rate yielding 6%. Some small lines have been taken in London. (Reuter.)

NEW RUSSIAN RAILWAY.

ST. PETERSBURG, April 28.
Russia has decided to construct a railway between Tomsk and Tashkend. (Reuter.)

NOVEL BATTLESHIPS FOR RUSSIA

ST. PETERSBURG, April 28.
Mr. Schwab, the American steel magnate, has left. It is stated in New York that his visit has resulted in an arrangement to construct several 16,000-ton battleships of a novel type. Mr. Schwab guarantees 20% greater efficiency than anything afloat. (Reuter.)

PROLONGATION OF THE WAR.

TOKIO, April 28.
Capt. Okuma, in addressing a progressive committee, warned the people to prepare for further prolongation of the war. (Reuter.)

THE S.S. "JULIETTE."

PORT LOUIS, April 28.
The S.S. "Juliette" has sailed. (Reuter.)

THE MOROCCO QUESTION.

BRITISH SUPPORT OF FRANCE.

PARIS, April 28.
The French Press is delighted that Mr. Lowther is going to Pekin and look upon his journey as a demonstration that Great Britain will support France.

The determined and deliberate policy of Germany in Morocco is regarded here as being an increasingly grave factor in European politics, even warning the watchfulness of France on her eastern frontier. (Reuter.)

TANGIER, April 28.
Several officers will accompany Mr. Lowther. The German mission will leave for Pekin on the 2nd of May. (Reuter.)

TANGIER, April 28.
The British embassy will go to Pekin to support France's claims. (Reuter.)

THE ROYAL CRUISE.

ARRIVAL AT MARSEILLES.

MARSEILLES, April 28.
The King and Queen of England have arrived here. (Reuter.)

THE THIBETAN OUTRAGE.

LONDON, April 28.
The "Morning Post" learns from Shanghai that the persons, murdered with the Amban, included four French missionaries. (Reuter.)

ABORIGINES' ASSERT RIGHTS.

LONDON, April 28.
Ten thousand aborigines in Batang have organised themselves into a secret society. They state that, as Great Britain may occupy Tibet, it is time for them to secure their country's independence from China. The Viceroy of Szechuan is sending troops into the country. (Reuter.)

THE YEMEN INSURRECTION.

HODIDA, April 28.
The town of Sebaa surrendered on the 20th inst. The insurgents are now investing Me-nakka, which has a semi-mutinous garrison. (Reuter.)

LOCAL AND GENERAL

GATTI'S CIRCUS TRouPE will give its last performances at the Alhambra to-morrow, before proceeding to Cairo.

MOSKOW CHURCH.—Mgr. Aureglio Briante will hold a confirmation and first communion at 8 a.m. on Sunday next in the Moskow Church, Cairo.

UPPER EGYPT HOTELS.—The subscription for £20,000 shares at £4 each in the Upper Egypt Hotels Company has been covered thirty times over.

CARIO LIBEL CASE.—The libel action brought by Mr. Congdon against Mr. William Houghton will be heard on Monday, 5th May, before the Supreme Consular Court.

THE NORTH GERMAN LLOYD will reduce its fares on the Alexandria-Naples-Marseille line from the 1st May by 20 per cent. in order to facilitate residents and officials travelling to these comfortable boats.

EGYPTIAN LAND INVESTMENT CO.—The site of the Autogiro engineering works has been bought by the Egyptian Land Investment Company, which intends constructing a large block of buildings thereon.

SUEZ CANAL.—17 vessels passed through the Canal on the 26th inst., 10 of which were British, 1 German, 1 French, 1 Italian, 4 Turkish. The day's receipts were frs. 370,106.9, making the total from the 1st inst. frs. 8,566,536.2.

AGRICULTURAL BANK OF EGYPT.—This bank has taken offices in Monferato's Building at Alexandria, opposite the Mixed Courts, in order to facilitate the registration of the numerous mortgage deeds which daily pass through its hands.

MESSAGERIES MARITIMES.—On and after May 1, the passage rates between Alexandria and Marseilles will be 315 frs. for the first class and 240 frs. for the second class, an extra charge of 40 frs. being made for the second class on the S.S. "Portugal."

LAND BANK OF EGYPT.—This company has purchased the Imbuhle Ziehbank in Stamboul-street, Alexandria, situated close to the offices of the National Bank of Egypt. The Land Bank intends constructing a magnificent new building after demolishing the Imbuhle Ziehbank.

ST. ANDREW'S CHURCH, ALEXANDRIA.—At the forenoon service to-morrow, the address will be given by the Rev. Alf. A. Cooper, M.A., who will give a description of the work of the British and Foreign Bible Society, of which he is the agent for Egypt and the East. The collection will be given in aid of the funds of the society.

THE S. S. CAIRO.—For the last twelve days the sea has been so bad that Moers, Alexandria, have been quite unable to do anything towards refloating the Florio-Rabatino S. S. "Cairo." Their salvage men have not even been able to get near enough to handle the cargo. As long as the sea continues in its present state all attempts at salvation must be suspended.

UNIVERSAL ENTERTAINERS.—The Bandmann-Dallas opera company, after leaving Egypt, will proceed to Kurrachee and Bombay, thence to Ceylon, where they will perform at Colombo, on to Penang and Manila, and, should the political situation permit of their doing so, to Kobe and Yokohama.

If it is impossible for them to proceed to these latter places, they will return to Singapore and after performing there and at Rangoon will visit Calcutta during the season, afterwards returning home via Egypt. We may therefore expect to see the players with us again this year, when it is hoped they will be able to pay Alexandria a visit as well as attempt to save the vessel.

THE KHEDIVE.

Ahmed Pasha Zeky, De Martino Pasha, and the principal members of the Khedivial Household will leave for Alexandria with H.H. the Khedive on Thursday next. The remaining members of the household will leave next Tuesday.

The officers, N.C.O.'s, and men of the 7th Battalion left Cairo for Alexandria this morning by special train.

H.H. the Khedive attended prayer yesterday in the El Maslam Mosque. This mosque was built in 1334 A.D. by the son of the Great Sultan Kalaun but was allowed to fall into ruin, and at the end of the nineteenth century appeared to have reached a stage of dilapidation beyond the hope of repair. In 1897 the Committee for the Preservation of Monuments of Arab Art was at last able to begin the reconstruction of the mosque, which had been with difficulty saved from collapsing by a variety of makeshift expedients. Thanks to the able direction of Her Bey and the energy of the committee, the mosque has finally been restored in its original form.

The Khedive was accompanied by the Ministers, the Grand Cadi, the Governor of Cairo, the Ulema, and the Director-General of the Waqf Administration. The mosque had been brilliantly decorated in his honor, and the inhabitants of the Darbel-el-Ahmar quarter showed a lively interest in the Khedive's visit to the restored mosque.

His Highness has congratulated the Committee for the Preservation of Arab Monuments and Her Bey on their success. (Reuter.)

ALEXANDRIA WATER SUPPLY.

GREAT IMPROVEMENTS.

The inhabitants of Alexandria have been rising for the last ten days at the great improvement in the quality of the water in town due to the starting of the new filtration plant at the waterworks. This new supply, although not promised by the Water Company to the Municipality in their convention in 1903 until the end of July, is now in actual daily use, and we think some considerable credit is due to the Water Company for having got through their most difficult task in three and a half months before the specified time; it is only owing to the utmost energy on their part that this has been achieved.

We understand that at present no date has yet been fixed for the official inauguration of the new works, but it is to be hoped that it will take place in the early summer. It seems a pity that the Municipality is not quite so well up to time with their part of the work, viz., the drain to carry off the dirty water from the filter-washing apparatus; but at present a temporary connection has been made so as to discharge this water into the moat of the fortifications at Rosetta Gate, which has been done as a temporary measure only. It behoves the Municipality, however, to push forward as quickly as possible with the completion of the permanent drain, the construction for which has only been awarded this week for the part between the Water Company's premises and Rosetta Gate, where it will join the new branch of the east collector now in course of construction.

SIR E. ZOHRAF'S RETIREMENT.

The Sirdar has issued the following Special Army Order on the retirement of Sir Edward Zohrab—

On the retirement of H.R. H. Enki Sir Edward Henry Zohrab Pasha, K.C.M.G., C.B., His Highness's Under-Secretary of State for War, the Sirdar desire to record his appreciation of the long and valuable services rendered by this officer during a period of 35 years. Sir Edward Zohrab has served in many important positions and in each of them has distinguished himself most conspicuously. He also served in the following campaigns: Abyssinia, 1875-1876; Turco-Russian War, 1877-1878; Egyptian Expedition, 1882; Soudan Expedition, 1882-1885. The Sirdar feels sure he is expressing the feelings of all ranks of his Highness's Army in wishing his Excellency a speedy restoration to health and every good with for the future.

THE MAHMAL.

The Mahmal arrived at Tor yesterday. All the pilgrims are safe and sound and the general state of health is excellent.

EGYPT'S IMPORTS.

The "Manchester Guardian" commenting on the fact that German imports to Egypt show a tenfold increase in twenty years says:—We cannot reasonably expect that the German exports will stand still, but the more eager our commercial friends are anxious that we should increase in the same proportion as Germany. As twenty years ago our share was 57.7 per cent. it appears that we ought not to be exporting to Egypt 377 per cent. of her imports, which, as Soeldner used to say, is absurd. The fact is that our imports are increasing substantially and on a far larger scale than those of Germany or any other country. To expect us to maintain our present proportion of exports in the expanding markets of the world is hardly reasonable.

STEAMER MOVEMENTS.

The Cunard S.S. "Veria" arrived at Liverpool yesterday morning early.

The S.S. "Indian Prince," from Antwerp, D.D., of Harcourt Congregational Church, London, and the Rev. G. N. Williams, Baptist minister of Cholton-cum-Hardy, Manchester.

During the evening a large gathering assembled in the Hotel Villa Victoria, where a conversation was held, the large dining room being taxed to accommodate the number who were present. Tea and general conversation were indulged in between 8 and 9 o'clock, after which some delightful minstrels rendered by members of the choir and other friends by the church organist, Mr. J. E. Williams. Speeches were delivered by the ministers and others present, and a most interesting day was brought to a close by the benediction pronounced by the Rev. Dr. Leach.

Hearst's congratulations were shown upon the Rev. T. A. Cooper, pastor, and the office-bearers on the success of the day's proceedings.

The Cairo Evangelical Free Church was started in September, 1904, and was the outcome of the successful mission carried on in the Shoubra and Boula districts for over two years previously by the Rev. T. A. Cooper, who, in December last, was called to the permanent pastorate of the new church.

The congregation is under a deep debt of

gratitude to the German community, who have

in the most fraternal spirit, granted facilities for worshipping in their buildings. The success which has attended the church during the past eight months amply justifies its establishment.

The congregations have been good, and the membership has steadily increased. Two Sunday schools are in active working, and the first session of the Young Men's Literary Society was brought to a close last week; while the weekly evening prayer meeting is well attended.

We understand that it is intended to continue the Sunday services, morning and evening, and the weekly prayer meeting throughout the summer.

THE CAPITULATIONS.

To THE EDITOR OF THE EGYPTIAN GAZETTE.

Sir—Excellent and worthy people like your correspondent, Mr. Thos. Atwood, and the unconscious humourist, Mr. John Smithers, are the most effective bar to the removal of the Capitulations that I know of. There are very serious reasons for which, however, and those not merely technical, of the "why not" school. The question of the Capitulations should be handled very delicately, and not in the spirit of Exeter Hall and the Y. M. C. A. For my part, I candidly confess to a very real terror of handing over to the Native Courts with a white flag.

Mr. Atwood's argument, however, is that if we did not trust the arrangement even less, I would not be an Englishman, unless I had the best of guarantees. In one breath Mr. Atwood questions our right to be here at all, and in another lays down the law as to what we should do: it is a great effort to have a good case of our own to bring to the attention of the Soudanese. Soudanese realize that he is not the only public on the beach!—I am, etc.

Alexandria, April 29.

"TANTUM RELIGIO."

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Alexandria, April 29.

"ALL SAINTS' CHURCH, RAMLEH."

The Choir of St. Mark's Church, Alexandria, have kindly consented to give a rendering of the sacred cantata "The Holy City" (Composer, A. B. Gaub), at a service to be held on Saturday, April 27, at 5.30 p.m.

The proceeds of the collection will be devoted to the provision of church music.

ALGERIAN WARD, Chaplain.

Cairo, April 27.

SAM. WELLER.

ALEXANDRIA: 7, Rue de la Porte.

CAIRO: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976

THE CAPITULATIONS.

EGYPTIAN OPINION.

Although native public opinion is opposed to the Capitulations, so far as regards the privileges they confer upon Europeans, yet at the same time the statements of Lord Cromer in favor of their abolition have not been received with any enthusiasm, as it is believed that the Capitulations are an effectual hindrance to the increase of British influence in Egypt, and that it would be better to leave them with all their imperfections and injustices than to remove such a powerful obstacle to the growth of the power of the Occupation. The following article explains this standpoint. It is translated from "Al Express," an Arabic weekly published and edited by Mahmoud Ibrahim, a influential ex-Government official, (Mohamed).

On notifying the publication in London of Lord Cromer's report the telegrams pointed out three of the subjects treated therein, namely - the necessity for abolishing the Capitulations; the favorable attitude of the Khedive towards the establishment of amicable relations between the British and the Egyptians; and the co-operation of the Legislative Council and the General Assembly. We wish now to deal with the first-mentioned part of these subjects, viz., the Capitulations. One of our best writers rejoiced at the statements made by Lord Cromer as to the necessity of the abolition of these Capitulations in order to save Egypt from their abuse. We doubt, however, whether his joy is real or imaginary, for these Capitulations are a guarantee of the independence of Egypt and a brake on the Occupation. Without the Capitulations, Egypt would have become a British Colony long ago.

It is not strange then that Lord Cromer should complain of their existence, inasmuch as they constitute the only remaining stumbling block in his way for the accomplishment of his work in Egypt. He has overcome all difficulties; he has established the most friendly relations between the British and the Egyptians, so that if any Egyptian were told that England was about to evacuate the country they would weep and would seize the British soldiers by their uniforms to induce them to remain at Kass-el-Nil and Kom el-Dik.

The Anglo-French agreement will mark in history a very convincing proof of Lord Cromer's great ability in politics for the joke has played on the French Republic. His Lordship has brought the Khedive and King Edward together and thus silenced the National Party. He has secured the good-will of the members of the Legislative Council, so that they are now submissive to Kass-el-Dubara, than ever before. He has abolished the Caisse de la Dette and paid the Finance at his disposal. He has subdued the Sudan for his country. There remains nothing besides the Capitulations after putting an end to them he will bid us "good-bye" to go and live quietly on the banks of the Thames for the remainder of his life in order to make room for his disciple, Sir Edouard Gorst, who is at present studying politics at the Foreign Office and preparing himself for the important post which will be left vacant by Lord Cromer.

The Capitulations ensure the existence of the International Courts for a long term of years. Their existence strengthens the influence of the Consuls and their influence is most beneficial to the country in regard to the freedom it enjoys in speech and in action. Without them we would not have a free Press to write, criticise, and oppose. Without them no Egyptian would have been allowed to stand in the midst of Mohamed Aly Square and say "I am free to say and write what I like," and no one would be allowed to preach patriotism and speak on any national subject were it not for the Capitulations. Why then should natives complain of them owing to the trifling disadvantages resulting therefrom? But after all what are these drawbacks? They say that these disadvantages are that the foreigners are not tried with the natives in the same tribunal! We may here say that there is no harm or disadvantage in such treatment; any foreigner who transgresses against a native is liable to be accused by the native before his com-

petent consular authorities tried and condemned by his consular court. If this court does not act with justice and impartiality the matter could be referred to and brought before the Ministry of Foreign Affairs on which that court depends.

We cannot pretend that the French, the Italian, or the Hellenic Governments would not deal out justice in cases between Egyptians and their subjects, in order not to show the natives the way how to obtain satisfaction against those who encroached upon them, and consequently would refrain from going to law, or to apply to the proper authority in the right way. The fault lies therefore with our timidity, for we are offended, but we remain in silence. We are encroached upon, but we do not take the trouble to seek redress at the Consulate which is near at hand.

In numerous instances we have recently noticed that the consular authorities are now dealing more severely with their subjects. As to civil rights we are all equally tried by International courts, and no one can deny the independence in action and freedom of opinion of these institutions, their impartiality and their influence. These courts are the only sources in Egypt of justice and equality between the high and the low, and between the ruler and the ruled. On various occasions they have condemned the Government in favor of natives as well as foreigners, in favor of local subjects. We are of opinion that on the very day these Capitulations are abolished, on that day the British Flag will be hoisted over the land of Egypt. Are the Egyptians aware of this or not? If not, the sooner they appreciate the situation, the better it will be for them.

CAIRO S.P.C.A.
ANNUAL REPORT.

Allusion has been made in previous reports to the question of the construction of a Decauville, or light railway, leading from the principal quarries to points at the outskirts of the town and thus doing away altogether with the use of carts for the conveyance of stones over the desert. This is a matter in which the committee take the greatest interest. The concession for these lines was approved and sanctioned in June last, but a good many technical details in regard to the crossing of the State Railways, and the points at which stone and material could be unloaded, had subsequently to be arranged, so that the Delta Light Railways could not begin work until December. Lines are to be laid to the Red Mountain, to the sand and lime quarries, and to two quarries beyond the Citadel known as the Middle and Upper quarries. Distributing depots for the town will be at Bab-el-Hasanien, the Moukay, and at a point north of the Citadel. The work will be pushed on, and should be completed by the end of July. If, as is hoped, these lines are eventually exclusively used for the transport of stones, etc., cart traffic across the desert should cease.

LOCOMOTIVES IN EGYPT.

Following up these exceedingly interesting remarks, the American Consul-General treats his Government to some "home truths" with regard to Yankee locomotives. He writes — "American locomotives a few years ago obtained an undesirable reputation in Egypt, and were the subject of more than one official report and reference. Here, again, I think it but just to remark that at the time they were ordered there was a general outcry at the lack of transport—locomotives were required and that immediately. American manufacturers undertook to fill the void in an incredibly short space of time, and did so. The order was in every sense 'rushed' to fill an immediate necessity. Under other conditions it is not impossible that American manufacturers could successfully compete with those of other countries, whether from the point of view of rapid delivery, finish, or general efficiency, or all three combined. The reasons for the comparative failure of the American locomotives to come up to local expectations might form the subject of a report by a machinery expert sent here to study the general question of machinery for the Egyptian market." Before the American expert gets to Egypt the British firm's interested should make their market secure. At the present time they have an opportunity which may never occur again.

All ships arriving at the Port of Alexandria with cattle should use single stables to those now used by the Kaidi Mail Co. for bullocks, horses, and mules. Sheep and goats should be housed up from the hold in a square box large enough to hold 6 or 8 sheep at a time. The box or boxes should have iron rings

at the corners with a small chain bolted to the skin of the winch.

In view of the fact that large numbers of animals are brought to Egypt in ships belonging to the Austria Lloyd Co. and to Greek companies, Mr. Gould spoke to the Austrian and Greek Consular authorities on the subject of the methods of disembarkation complained of. They promised to enquire into the matter at once and to take action. The Austrian Lloyd Agent has since issued a circular forbidding the use, in the vessels of his company, of objectionable modes of disembarking cattle.

The instructions of Bell's Asia Minor S.S. Co. to the captains of their steamers are to use caissons for all heavy animals such as bullocks, horses, etc. It is sincerely to be hoped that the company will, in future, see that these instructions are properly carried out.

EGYPT AND U.S.A.

MACHINERY IMPORTS.

Lately we referred to the fact that there is a large and steadily increasing market in Egypt for British machinery. Our views receive ample confirmation in a very candid note by Consul-General Morgan, the American representative at Cairo. He writes — "Unlike British manufacturers, the Americans refuse to guarantee their goods, containing themselves by saying, 'The machine does the work we claim for them in this country (the United States) and then proceed to put idiomatic expressions into their letters which are, in many cases, beyond the linguistic attainments of the intending agent or purchaser. One manufacturer lost a market for his cultivators owing to the springs carrying the body of the machine not being strong enough to properly support the machine when crossing the irrigation channels, with which all fields in Egypt are intersected. In reply to the suggestion made to strengthen the springs, he said that the machines were not made to jump ditches." These ditches are reliefs of but 2 ins. or 3 ins. deep. Suggestions as to "fusible" certain wearing parts are regularly sounded as they are made, as are also suggestions about modifications to make the machines more adaptable to the peculiar agricultural conditions of the country, the nature of the soil, etc. British manufacturers have long had the reputation of acting in precisely a similar manner as that now attributed to American, but I have it from a gentleman recently returned from the United States, which he visited for the sole purpose of inducing manufacturers to introduce certain modifications in their agricultural machinery which were essential to their efficient working in Egypt, that he simply lost his time and money, and, returning east, he offered his suggestions to a British manufacturer, who at once took up the business.

The purchaser is paying 30 per cent. more for his machine, but he gets what he requires, and also the guarantee for working efficiency, which the American manufacturers refuse."

LOCOMOTIVES IN EGYPT.

Following up these exceedingly interesting remarks, the American Consul-General treats his Government to some "home truths" with regard to Yankee locomotives. He writes — "American locomotives a few years ago obtained an undesirable reputation in Egypt, and were the subject of more than one official report and reference. Here, again, I think it but just to remark that at the time they were ordered there was a general outcry at the lack of transport—locomotives were required and that immediately. American manufacturers undertook to fill the void in an incredibly short space of time, and did so. The order was in every sense 'rushed' to fill an immediate necessity. Under other conditions it is not impossible that American manufacturers could successfully compete with those of other countries, whether from the point of view of rapid delivery, finish, or general efficiency, or all three combined. The reasons for the comparative failure of the American locomotives to come up to local expectations might form the subject of a report by a machinery expert sent here to study the general question of machinery for the Egyptian market." Before the American expert gets to Egypt the British firm's interested should make their market secure. At the present time they have an opportunity which may never occur again.

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CORPORATION OF WESTERN EGYPT.

SOME PARTICULARS OF THE COMPANY'S CONCESSION.

The agricultural and mineral possibilities of Egypt are now occupying increasing attention. This applies especially to the outlying provinces of the country, away from the valley of the Nile and the proverbial fertility of the riparian zone. The C. of Western Egypt, Ltd., which was formed in January last, has been granted a concession covering about 74,000 square miles of land in these provinces; but, as the corporation issued no prospectus, no particulars of its properties have been made known. It is stated that the capital was over-subscribed, and the details that follow have been furnished to us by the company.

The lands owned by the corporation include the four oases, respectively, Kharga,

Dakhla, Bahari, and Farafra, which bear evi-

dence in their soil now known walls, of con-

siderable prosperity in by-gone times, as a

result of possession of that essential require-

ment in a rainfall country—an unfailing sup-

ply of water. The engineers of the company

have exploited these walls, but it appears

that it will not be necessary to rely on any

such limited supply. The news has reached

the corporation that a plentiful supply of wa-

ter has been struck in the oasis of Kharga not

far below the surface, and at a depth of 145 ft.

artesian water, by means of keystone drillers,

yielding a supply which rises 3 ft. above the

ground.

As a natural result of the discovery of water

by the engineering staff, attention is being

directed to the nature of the concessions held

by the Corporation of Western Egypt, Ltd.,

from the Egyptian Government. Chief among

these are land grants, which, of course, increased

in value as the permanency of the water supply

can be assured. The extent of these land grants

will be appreciated when it is stated that the

corporation is entitled to locate Government

lands at the rate of 20,000 feddans of land per

annum for thirty years, making 600,000

feddans in all. We understand that the first

20,000 feddans have been located by the

corporation where there is plenty of water, and

that the necessary application has been made

to the Government. These lands are free under

the terms of the concession.

The corporation expect to draw large re-

venues from the sale or leasing of lands; but

beyond this the well-boring operations are to

be extended to other areas, and it is stated that

an agreement of a favorable nature to the

corporation has been already concluded with

the local sheikhs and principal inhabi-

tants of Western Egypt for the boring of

wells on lands other than those owned directly by the company.

The railway, which will be laid in the near

future to connect Western Egypt with the

Egyptian State Railway near Farafra, on the

Nile, will enable the corporation to deal with

the surplus produce grown as the district will

be placed in direct communication with Cairo,

where the cotton and other crops are

expected to find a ready market. The corpo-

ration has the monopoly of extracting this line

from near Farafra to the Kharga oasis. The

distance is about 120 miles, and the company

has a guarantee of interest at 5 per cent. from the

Egyptian Government for 25 years after the

completion of the railway. A survey was com-

menced in January last, and the construction

will probably occupy not more than a year.

A further license is given by the corporation

to extract minerals, both of which are

minerals, and the special privileges

which the corporation holds from the Govern-

ment. It is stated that the company has ample

funds for working capital.

cobalt may be expected to become important factors in determining the measures of prosper-

ity of the corporation. A number of samples

and specimens of these earthy minerals are

already at the corporation's office in London.

It is, of course, impossible to determine the

mineral producing capacity of the con-

cession, but the company regards it as a most

valuable asset, and points out that it has, to speak, all ready to hand, without the necessity

for uncertain prospecting operations, glab-

ming machinery and expensive labor. The

railway, of course, will be equally available for carrying the specially treated products of

the newly-mined local to market as the

crop of the subtended lands.

A mining license, coding the rights to pros-

pect for metals, mineral and precious stones

within the area of the corporation's concession

completes the tale of the special privileges

which the corporation holds from the Govern-

ment. It is stated that the company has ample

funds for working capital.

Supply in Tins and Iron Kegs.

SISSEON BROTHERS & CO., LTD., HULL.

Stocks are held in Cairo by FRANCIS RATHLETT, Sanitary Contractor

and Engineer, Sharif Saptah.

In Alexandria by RAMADAN YOUSSEF, Sanitary Contractor,

General Agents: GEORGE MORRIS & CO., Alexandria & Cairo.

HALL'S Sanitary Washable

DISTEMPER

Made in
70 Colours

HALL'S SANITARY WASHABLE DISTEMPER is rapidly supereding wall paper in all its liability furnished houses. It is made in 70 artistic tints, and only requires the addition of water to make it ready for use. It is quickly and easily applied with a white wash brush, with half the labour and at one-third the cost of paint. HALL'S DISTEMPER ensures cleanliness, and is pleasing to the eye. It appeals alike to artistic and practical house decoration. HALL'S DISTEMPER is of special value in hot climates. Owing to its cool, pleasant colour, great weather-resisting qualities, and the fact that it is washable, it is ideal for walls and brick or stone coating, possessing all the advantages of paint, colour and distemper, at one-third the cost of oil paint. It never blisters in the hottest sun, and the fact that it can be washed adds greatly to its sanitary advantages.

Supplied in Tins and Iron Kegs.

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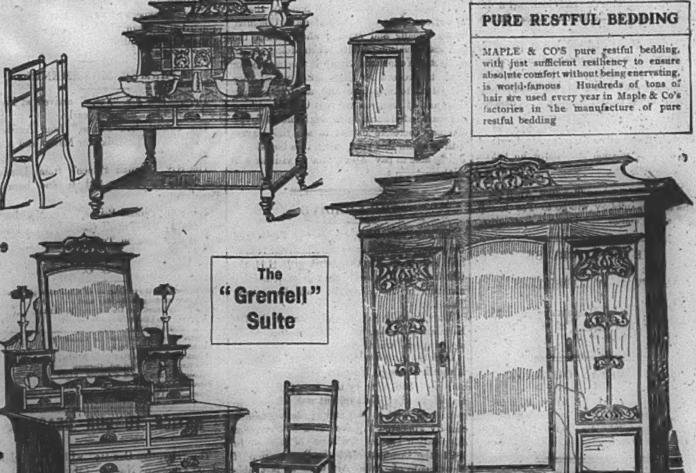
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HUNDREDS OF THOUSANDS OF POUNDS' WORTH OF HIGH-CLASS FURNITURE, BEDSTEADS, BEDDING, CUTLERY, CHINA, GLASS, SILVER WARE, CARPETS, CURTAINS, BLINDS, &c.

always ready for immediate shipment A house furnished throughout in three days



Example of a "Grenfell" Bedroom Suite, consisting of a handsome 6ft wardrobe made portable, for convenient handling, with carved panels and pediment, and large bevelled dressing mirror in centre panel; a wide dressing chest with two long and two short drawers, jewel drawers, and shaped top bevelled mirror affixed; a wide washstand with coloured marble top, and artistically tiled back; pedestal cupboard, towel sizer, and toilet articles.

Price, including packing and F.O.B. in London, in polished Hazelwood, £25 10s 0d.; in Walnut, £25 10s 0d.; or in Fumed Oak, £32 10s 0d.

"ONE OF THE SIGHTS OF LONDON"

MAPLE & CO invite residents of Cairo, Alexandria, Damietta, Tantah, Mansourah, Damietta, Samanoud, Rosetta, Minshieh, Ismailia, Port Said, and districts, when visiting London to walk through these spacious showrooms and galleries, and see for themselves all the latest novelties and new productions. MAPLE & CO also send patterns of all kinds of materials, and illustrations of furniture, bedsteads, &c., on application, and give inclusive f.o.b. estimates when desired.

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TOTTENHAM COURT ROAD LONDON

T. A. SPARTALI & CO.

Large Assortment of Old and New Carpets.
ALL MADE BY HAND.

Purveyors to all large CARPENTER-IMPORTERS in Europe and America.
LOOMS and DYE WORKS in all centres of production in Asia, employing 10,000 workmen.
CARPETS made to order in all sizes and dyed with permanent, vegetable colours.

A Great Choice of Rich Designs.

Moderate, Fixed Prices—CENTRAL HOUSE: SMYRNA, Est. 1842. BRANCH IN LONDON
Cairo Show Rooms: Bond-Point Soliman Pacha; opposite Savoy Hotel.

25866—31-1906

UNDER THE MOSQUITO NET.

"As I lay a-thinkyng."

Ingoldby.

It is still holiday time with us. The Greek and Coptic Churches are celebrating their Easter, and everybody on Monday will be "smelling the soapy," which is what the name of the holiday—Sheen-on-Nessim—means when translated into English.

Although the suspension of business on this day is general, and everybody who can take the holiday does so, little of the holiday element as we know it in England, is to be seen in the large cities of Egypt. I suppose it is in the country districts that the people may be seen enjoying themselves to the full, according to the customs of the country. The "Egyptian Calender" states that one of these is for women on this day to "take an onion and bruise it, then to hang it on the door or wall of the house. Sometimes a wife saves her husband in the morning by bringing the onion and using it as a charm to "drive away the heaviness of the gloom." The origin of the custom, we are told, is lost in antiquity.

at all likely that the increase of wealth spoken of failed to have its effect at Tanbah; indeed on every hand are we faced by difficulties caused by the newly-found wealth of the Egyptian fellah, and Lord Cromer has my heartfelt sympathy as he writes—"It is obviously no easy matter to deal with the special economic and moral phase through which Egypt and the Egyptians are now passing."

There is one appeal I would make, and that is an earnest one to the educated native, and especially to the native press to accord Lord Cromer all the possible support they can in his efforts to solve the many economic and moral questions that are pressing upon him with increased force. I fear that the tone of the native press in dealing with his Report is not entirely a satisfactory one.

So far I have only seen a translation of the article in "Al Express," but as this paper is edited by an influential ex-Government official, it does not preage a very favorable reception of Lord Cromer's suggestions to the Capitulations Commission (which I presume is correctly translated) that "the Anglo-French alliance will mark in history a epochal and glorious proof of Lord Cromer's ability in politics for the joke he has played on the French Republic" is to my mind conceived in a spirit hardly suitable to questions of serious import, while the consensus that the Consular authority is exerted effectively on behalf of subjects, is manifestly incompatible with the condition of affairs existing both in Cairo and Alexandria.

I think, too, that those who are really genuinely desirous to see their country occupy again a position in the world commensurate with its former greatness, should rejoice rather than cavil at the present excellent relations existing between the Khedive and Lord Cromer as the representative of Great Britain, and all in their power to help in consolidating the efforts both are putting forth for Egypt's benefit.

The comments of the English Press on the Report that I have seen are on the whole disappointing and superficial. Few papers seem to care to go deeply into the many questions dealt with in the 149 pages of which it consists, and nearly all content themselves with very commonplace remarks on the Capitulations, Anglo-French agreement, etc.

There is however one very notable exception. The "Daily News," a paper seldom seen in Egypt, and generally considered to be the organ of "Little Englanders," writes of Lord Cromer in an appreciative spirit that is very different from the hackneyed form of expression so commonly adopted. There is real seeing displayed in the following extract, with which I will conclude my remarks this week:

"It is pleasant to turn from India and South Africa to the admirable rule of Lord Cromer in Egypt. He is a man of whom it is said that he has a sympathy and a capacity which give him a high place with the great Powers. We doubt whether there is any parallel to the work he has spontaneously carried on for some twenty years. He has organized a nation. He has given the dwellers by the Nile a security and a prosperity they have not enjoyed literally for thousands of years.

"On the land question Lord Cromer's policy is admirable. The reclaimed land, for which there is a great demand, he advises the Government not to sell at present. When they do sell he suggests selling it in small plots, so as to give the fellahs a chance of purchasing it. How much this wise policy of giving the people the land is responsible for the success of Egypt is evident. In the last four years the number of land owners has increased by nearly a hundred thousand. Cannot Lord Cromer bring his wisdom of the small holding and the agricultural bank to benefit England?"

T. A.

VISITORS LIST.

WINDSOR HOTEL, ALEXANDRIA.
Mr. William Crosby, Mr. Victor Ammar, Mr. H. Ghali, Hassan Bey Rida, Mr. A. Salenborg, Mr. F. Stent, Mr. Morris, Mr. Gabriel Asfar, Mr. Michel Pastry, Mr. George Keldany, Mr. Pal, Mr. Platzmann, Mr. Ehrlich, Mr. Lester, Captain Hawley, Mr. Max Schiller, Mr. Davies, Mr. and Mrs. Jounioudi, Mr. Palologos, Miss Mavroudis, Mr. Hughes, Mr. Ramsay, Mr. Paton, Mr. and Mrs. Vivante, Mr. Kotsopoulos, Mr. Sifordi, Mr. Rolin, Mr. Radmacher, Mr. Jacobs, Ayrton Bey, Mr. R. G. MacLeod, Mr. Ph. Vlaidi, Mr. de Graemer, Mr. Borros, Mr. Henri Dulmas, Mr. Baucher, Dr. S. E. Corseil, Mr. Pokornsky, Mr. Rosario, Mr. Bonalid, Mr. A. Fawcett, Mr. and Mrs. Papadakis, Mr. Z. han, Mr. Andi, Mr. Zarzari, Mr. Fasigio, Mr. A. J. Tweedie, Mr. Bonham, Mr. Alder.

Lord Cromer in his Report for 1904 (page 45) seems disposed to account for the increase of crime in this country by suggesting that it is a result of the growth of property. He says:

Large numbers of persons, who but recently were very poor, have now become moderately rich. Having tasted the enjoyment of wealth, they wish to become richer, and in their desire to attain their object, they are frequently led into temptation, brought into collision, with others who are seeking precisely the same object as themselves.

In order to test the probable accuracy of this assumption, an extensive analysis of the criminal statistics is necessary, and this I have not at present had an opportunity of making, but I mention it here because it seems to me very apropos to the subject of ours. It is not

EGYPTOLOGICAL NOTES.

THE KARNAK FINDS.

The details of M. Legrain's discoveries at Karnak are given in the current number of the *Revue de l'Egypte*, and prove quite as interesting as was anticipated. As has been already announced in the columns of the "Egyptian Gazette," his chief discovery was that of a pit or well, in which, when the water was at last removed, there appeared no fewer than 457 statues of one kind or another, and nearly 8,000 bronze figures of Osiris and other gods. M. Legrain's opinion, here recorded, that the pit was a *serdab* into which were cast things past service belonging to the cult, would not lead one to suppose that they were all in a state of preservation; but M. Legrain's own theory seems to be that they were thrown in all at one time and in haste. From them he is able to show that the site of ancient Thebes covers treasure going much further back than has hitherto been thought possible, and he hopes that further excavations may lay bare monuments as ancient as anything hitherto found at Abydos or Negad, Hierakonpolis or Saqqara. Meanwhile he tells us of a new king, Mer-ank-Ra, a Mentuhotep of the eleventh dynasty, who appears to have been a son of the preceding king. There are also a Userkare IV., a Neferhotep III., and a Sobekhotep VIII., to be added to the list of kings in the shadowy period between the twelfth and the fourteenth dynasties; and we hear for the first time of a joint reign shared between Hor-ankh-khent II., evidently the last Taute king of the twenty-first dynasty, and the Libyan soldier Sheshong I., who was probably King Solomon's overseer. M. Legrain is also able to establish from his discoveries regular pedigree of some of the kings of the twenty-second dynasty, including Sheshong himself, Osorkon II., and a Horisene who seems to have reigned conjointly with the last-named. The article will clear up several disputed points in the history of Egypt, but the full effects of M. Legrain's find will only be seen when his monuments are published, which will probably come to pass in several numbers of the gigantic Catalogue of the Cairo Museum. This mode of publication, though defective, is a severe tax on the resources of Egyptologists, the Catalogue having already extended to some seventeen large volumes, costing on an average some 2*£* apiece.

MASPERO v. MANETHO.
Meanwhile M. Maspero has returned to a subject always near to his heart and urge in the same number of the *Recueil* that Manetho's statements with regard to the eighteenth and nineteenth dynasties require correction. His view is that Manetho, in the form in which it has come down to us, does not distinguish between historical facts which he was in a position to verify and popular tradition, as exemplified in the "Legends of the Exodus" and elsewhere, and has therefore often mentioned the same king twice under slightly different names. This is likely enough to have been the case in the earlier dynasties, as there are some signs that the length of different reigns has been manipulated either by Manetho or his transmitters in the interests of a mystical chronology, which would make historical events occur in regular cycles. But M. Maspero now declares that Manetho's lists of the eighteenth and nineteenth dynasties can in no way be reconciled with the series of kings given in the Abydos and other tables, or with the actual monuments that we have recovered. He would therefore have us believe that kings like Maeneto's Kheperu, Misraim, and Misaphis never had any real existence, but were legendary monarchs like Sesostris or Ozymandias, to whom the popular imagination attributed an exaggerated form, the real deeds of the different Amenophetes and Ramesses. M. Maspero's authority in matters Egyptological is so great that everything that he says deserves respectful attention; yet, if his views prevail, a good many distinguished idols will be shattered.

The military will be in address uniform and civilians in frock coats (redingote).
The civil officials to be admitted to this reception are those holding at least, the rank of sub-director or an equivalent rank, and those holding, at least, the rank of Sashis or Kamakam (military) and magistrates appointed by decree.

H. H. the Khedive will also hold a reception at Koubbeh Palace on Monday, when she will receive as follows:—

From 9 to 11.30 a.m.—The Princesses of the Khedivial Family and native ladies.

From 4.30 to 5.15 p.m.—European ladies.

At 5.30 p.m.—The wives of members of the Corps Diplomatique.

ST. VITUS' DANCE CURED.

BY DR. WILLIAMS' PINK PILLS.

Daily growing more common in school children, St. Vitus' Disease is one of the most difficult disorders to cure. Ordinary medicines often fail to touch it. The great success of Dr. Williams' Pink Pills in this ailment makes them important.

Miss Owen, 24, Bathgate, Newton Heath, Manchester, mother of a child cured, said:—

"My little girl had a slight accident in the Physical Drill lesson. For a time I kept her at home, and when she went to school again the poor little thing could not do the slightest thing without trembling with nervousness. Sometimes she nearly fainted. The School Board inspector saw that she had St. Vitus' disease. Her arms and neck began to twitch; it was painful to see her. She would flail about the face, and was often sick. She never went out to play with other children. She was very weak, too, and I did not know what to do. St. Vitus' disease is a terrible affliction. The sufferer is moving, twitching, starting, all the time. You can do nothing but watch her waste away, never rest. That was Minnie's at before I gave her Dr. Williams' Pink Pills for Pale People. She was better after the very first dose, and from that time she kept steadily improving. I have great faith in Dr. Williams' Pink Pills. For three years I have seen them effect many wonderful cures, even more marvelous than Minnie's."

From St. Vitus' disease to Paralysis and Locomotor Ataxia, these pills have effected wonders in nervous disorders. They enrich and purify the blood, and feed the starved nerves through the blood. Sciatica, Rheumatism, Eczema, Rickets, Asthma, Anemia, Decine and Consumption, have been cured repeatedly, as well as the ailments of ladies. Dr. Williams' Medicines Co., Holborn Viaduct, London, will forward, post free, one box for 2s. 6d. or six for 12s. Box post free, P.T.O. 70 per 6 boxes. To be sent to the general depôt: Max Fischer, Cairo, Hotel du Nil St. (1st floor), and Alexandria, Rosenthal, No. 8.

KHEDIVIAL LEVEE.

ORDER OF RECEPTION.

On the occasion of his departure for Alexandria, H.H. the Khedive will hold a reception at Koubbeh Palace on Monday next, 1st prox, when visitors will be received in the following order:—

At 8.30 a.m.—The Ulama; the General Assembly and the Legislative Council; the Governor of Cairo, and the Mondir of Ghish; naval and military officers of the rank of Bashi-bashi and upwards.

At 9 a.m.—The officials of the following Administrations: Office of the Council of Ministers; Ministry of the Interior; Sanitary Administration; Prisons Administration; Reservation of Slave Trade Department; Governor of Cairo; Police Administration; Coast Guard Service; Public Debt Commission; Dairia Bank; State Domains Administration; Administration of Railways, Telegraphs, and the Port of Alexandria; Public Works Ministry; Ministry of Justice; Ministry of Public Instruction; Ministry of War; Ministry of Foreign Affairs; Water Administration.

At 9.30 a.m.—T.H. the Prince of the Khedivial Family; the President of the Council of Ministers and the Ministers; the Financial Advisor; the Judicial Advisor; the Advisors at the Ministry of the Interior, and of Public Works, the Under-Secretaries of State.

At 10 a.m.—The former Presidents of the Council of Ministers, Ministers, Sirs, Guards, Grand Masters of Ceremonies, Chiefs of the Khedivial Cabinet, Chief Aides-de-Camp, Directors of the Khedivial Khaesa, Directors General of Waiks, Under-Secretaries of State, Directors-General of the Dairia Sashis, Domains Administrators, and Administrators of the Railways, Telegraphs, and Port of Alexandria; the Civil and Military Administrators of His Highness the Khedive and of the Khassa Khedivial.

This reception is reserved to persons resident in Cairo.

The military will be in address uniform and civilians in frock coats (redingote).

The civil officials to be admitted to this reception are those holding at least, the rank of sub-director or an equivalent rank, and those holding, at least, the rank of Sashis or Kamakam (military) and magistrates appointed by decree.

At 11.15 a.m.—The field officers of the Army of Occupation; the Clergy; the Mixed Magistracy; the Native Magistracy.

At 11.45 a.m.—The Khedivial Counsellors; native notables and merchants; European nobles and merchants; the officials of the civil and military households of His Highness the Khedive and of the Khassa Khedivial.

This reception is reserved to persons resident in Cairo.

The military will be in address uniform and civilians in frock coats (redingote).

The civil officials to be admitted to this reception are those holding at least, the rank of sub-director or an equivalent rank, and those holding, at least, the rank of Sashis or Kamakam (military) and magistrates appointed by decree.

At 12.15 p.m.—The Diplomatic and Consular Corps.

At 12.45 a.m.—The Public Debt Commissioners; the Director General and Controllers of the Dairia Sashis; the Administrators of State Domains, the Administrators of the Railways, Telegraphs and the Port of Alexandria.

At 1.15 p.m.—The Diplomatic and Consular Corps.

At 1.45 a.m.—The Diplomatic and Consular Corps.

At 2 p.m.—The Diplomatic and Consular Corps.

At 2.30 p.m.—The Diplomatic and Consular Corps.

At 3 p.m.—The Diplomatic and Consular Corps.

At 3.30 p.m.—The Diplomatic and Consular Corps.

At 4 p.m.—The Diplomatic and Consular Corps.

At 4.30 p.m.—The Diplomatic and Consular Corps.

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At 6.30 p.m.—The Diplomatic and Consular Corps.

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At 7.30 p.m.—The Diplomatic and Consular Corps.

At 8 p.m.—The Diplomatic and Consular Corps.

At 8.30 p.m.—The Diplomatic and Consular Corps.

At 9 p.m.—The Diplomatic and Consular Corps.

At 9.30 p.m.—The Diplomatic and Consular Corps.

At 10 p.m.—The Diplomatic and Consular Corps.

At 10.30 p.m.—The Diplomatic and Consular Corps.

At 11 p.m.—The Diplomatic and Consular Corps.

At 11.30 p.m.—The Diplomatic and Consular Corps.

At 12 midnight.—The Diplomatic and Consular Corps.

At 12.30 a.m.—The Diplomatic and Consular Corps.

At 1.15 a.m.—The Diplomatic and Consular Corps.

At 1.45 a.m.—The Diplomatic and Consular Corps.

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At 10 p.m.—The Diplomatic and Consular Corps.

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"INVESTMENTS."

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CHRONIQUE JUDICIAIRE

OUR D'APPEL MIXTE

INTERESSANTE QUESTION DE COMPETENCE

A l'audience de mercredi, tenue sous la présidence de M. Kozimov, la Cour d'Appel Mixte s'est prononcée sur une intéressante question de compétence dans l'affaire des heures Younes Ibrahim contre l'administration des Chemins de fer.

Younes Ibrahim ayant été témponné par une locomotive de l'Etat et ayant succombé à ses blessures, ses héritiers, tous indigènes, assignent l'administration des Chemins de fer devant le Tribunal Civil Mixte en paiement d'une indemnité.

L'Administration répondit que depuis le début du 28 novembre 1904 qui a défailloté les chemins de fer, dont les recettes étaient pré-évidemment affectées au service de la Dette Privilégiée, la Juridiction Mixte n'est plus compétente dans les procès entre des plaignards indigènes et cette Administration.

Dans les cours de Younes Ibrahim, les Tribunaux Mixtes étaient compétents ; ils invoquaient à l'appui de leur système une disposition du décret aux termes de laquelle l'abrogation des lois antérieures ne pouvait pas avoir pour effet de rendre compétente une juridiction qui était auparavant incompétente.

Les Tribunaux Indigènes, précédemment incomptes pour statuer sur les procès entre des indigènes et l'Administration des Chemins de Fer, ne pouvaient pas devenir compétents et en connaître, après l'entrée en vigueur du nouveau Décret.

Le Tribunal Civil Mixte d'Alexandrie n'avait pas dans ce système et s'était déclaré incompétent.

Sur une brillante plaideur de M. Schizahati pour l'Administration des Chemins de Fer, la Cour a confirmé le jugement de première instance.

En conséquence les indigènes qui voudront plaider contre les Chemins de Fer de l'Etat devront s'adresser aux Tribunaux Indigènes.

TRIBUNAL MIXTE DU CAIRE

LA PROCES DE LA TEWFIKHIEH

Un groupe d'actionnaires vient d'intenter un procès contre les membres du dernier conseil d'administration et quelques anciens administrateurs de la Société Egyptienne Tewfikhieh.

Ce groupe d'actionnaires représenté par M. Jean Sénac a encaissé les liquidations en remplacement.

Ce procès ne peut manquer d'intéresser l'opinion publique, car il prévoira certaines responsabilités. Nous en reparlerons en temps opportun. L'affaire sera appelée à l'audience commerciale du 6 mai.

COURSES D'ALEXANDRIE

(1ERE JOURNÉE)

MAIDEN ARAB RACE

The Clown 10.7, Mahmoud 10.7, Perth 10.7, Klondyke 10.7, Ira 10.7, Kendal 10.7, Sam 10.7, El Ghazi 10.7, Sir Vista 10.7, Sweetie 10.7, Mauski 10.7, Wazir 10.7, Gogo 10.7, Caprice 10.7, Social Lips 10.7.

Klondyke a vaincu la distance le 14 avril portant le même poids battant El Tahwi de son longueur. Ira, Sir Vista, Caprice et Gogo étaient derrière lui. Je ne pense pas que 15 ou 20 journées changent leur forme ; les autres ne sont pas de la même classe et le prix ne paraît pas devoir chapper à Klondyke, Caprice et Gogo pour la place.

PONY HANDICAP

Eclipse 9.8, Sadik 11, Douglas 9.2, Vandal 10.6, Royalist 10.10, Spectre, Maybach 9, Tab 8.10.

Je vous suivrai la forme de ces chevaux qu'Eclipse doit gagner pour concourir dans les plus sérieux Tals et Ray-Bis.

NATIONAL STAKES

Moufakha, Tokio, Mabrouk, Chatte, Belladonna, Ormonde.

La course du C.B. est très forte et on le voit sur la forme du Cairo où il a gagné dans un casting Mabrouk et pour la place Moufakha.

CLUB STAKES (L.E. 500)

Aken Arkon 10.7, Rice 10.7, Faughan 9.10, Eclipse 10.4, Au Revoir 10.7, Latif 11.3, Derwish 10.7, Clestine 10.8, Bibico 9.8, Hareen, 10.7, Vikings 10.3, Pétroone 10.7, Mikad, 10.7, Armory 10.8, Nimrod 9.10, Boheme 10.7,

SOCIETE ANONYME DU BEHERA

AVIS

Mesmeurs les actionnaires de la Société Anonyme du Behera sont conviés en Assemblée Générale Extraordinaire le mardi 16 Mai 1905 à 3h. 30m. de relevés au siège de la Société, 6, rue Adib, pour délibérer sur l'ordre du jour suivant :

Modification des Articles 6, 12 et 23 des Statuts comme suit:

TEXTE ACTUEL

Article 6

Les actions sont au Porteur et se trouvent entièrement libérées ; elles sont numérotées de 1 à 50,000 et extraites de registres à souche, qui seront déposés au siège de la Société. Elles sont revêtues de la signature du Président du Conseil d'Administration et de deux Administrateurs et frappées du timbre à sec de la Société.

Article 12

Chaque Administrateur doit être propriétaire de cinquante actions au moins. Ces actions seront inaliénables pendant la durée de ses fonctions, et elles resteront déposées à la Caisse de la Société.

Article 23 (une paragraphe)

Elle (l'Assemblée Générale) est formée par la réunion de tous les Actionnaires possédant vingt actions au moins.

TEXTE PROPOSE

Article 6

Les actions sont au Porteur et se trouvent entièrement libérées ; elles sont numérotées progressivement et extraites de registres à souche. Ces actions sont revêtues de la signature de deux Administrateurs et frappées du timbre de la Société.

Article 12

Chaque Administrateur doit être propriétaire de cinquante actions ordinaires au moins. Ces actions seront inaliénables pendant la durée de ses fonctions et elles resteront déposées à la Caisse de la Société.

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**INLAND NAVIGATION IN
EGYPT.**

By SIR HANBURY BROWN, K.C.M.G.
No. II.

Having got rid of tolls¹ in our last article let us now return to the consideration of the physical conditions controlling the river navigation, and we will pass on to the main artificial lines used by the boat traffic. Now that the Asouan Dam and its locks are in working order, there is through navigation from the second caravan at Wadi Halfa to the sea, a distance of 369 miles (1,530 kilometers). This is Miss Anna E. Edwards' ("One Thousand Miles up the Nile"), the authoress having accomplished the journey from the sea to Wadi Halfa. The thirty-one miles required to complete the round thousand were taken credit for, as being included in the view from the top of some heights at Wadi Halfa. Starting from Wadi Halfa in the south, and travelling downstream, the Asouan Dam is reached after a journey of 215 miles (345 kilometers), for about half of which the depth of water has been raised to 15 m. by the act of closing water above the Asouan Dam. The size of vessels on this reach is limited by the dimensions of the locks of the Asouan Dam, which are 70 m. long by 9½ m. wide. There are four such locks in one flight.

The next reach, from Asouan Dam to Assout Barrage, is 346 miles (554 kilometers) long. The Nag Hamadi Railway Bridge is passed on his length. The third reach, from Assout Barrage to the Delta Barrage below Cairo, is 160 miles (417 kilometers) long. The obstructions on navigation on this reach are the bridges at Cairo, viz., the Kasr-el-Nil road bridge and the Ismaili railway bridge, soon to have added to them the Rodah Island tramway and road bridge.

From Asouan to the Delta Barrage the dimensions of steamers are limited by the size of the Assout Barrage lock, which is 80 m. long by 16 m. broad. But no boats of this size can get into the reach unless they are built here, as the widest lock of the Delta Barrage is a width of 183 m. only, and a length of 145 m. In high flood it would be possible to get a boat 61.40 m. long and 18.90 m. wide into the Cairo reach by bringing it into the Rosetta branch from the sea; and, further, if there is no restriction being done on the carriage, it may be fully open with its gates all closed, the length of boats would naturally limit the length of the lock, as both pairs of gates would be fully open. When, however, the conditions of the Nile discharge make it impossible to use this large lock, the width of the other lock, namely, 11.13 m., determines the maximum beam of the boat that can be passed, and its length of 53.50 m. limits the total length.

In the Damietta Branch Barrage there are no economic large lock, and passing boats are always limited by the 11.83 m. width of lock and 53.50 m. length, excepting when the Barrage is not being regulated and on both pairs of lock gates are fixed open, allowing boats of my length to pass. Five hundred metres below the Barrage on the Damietta branch, and 500 m. below that on the Rosetta branch, are what are known as the Barrage subsidiary canals. During flood, when there is sufficient depth of water flowing over the river, cross-tenders and boats can pass freely over them without danger. But when the depth is insufficient, navigation is provided for by a set of two extremely narrow locks, each with a width of 1.25 metres and a width of 12 metres. The Zifta Barrage, recently built across the Damietta Branch about half-way between the Assout Barrage and the sea, is provided with a lock 65 metres long by 12 metres wide. The length of each of the Damietta and Rosetta branches of the Nile is 35 miles (56 kilometers). The obstacles to free passage of boats in these branches have already been mentioned. Navigation on them is only possible during the season that

there is a flood.

¹ The average annual amount taken in tolls on the river and canals for the 10 years preceding the edition of this issue was £1,200,000.

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calculations of the time required for goods to reach their destination are complicated by the unavoidable personal equation, with its unknown quantities, of each of the native "experts" of the bridges, who would count it less shame to neglect their duty than to neglect their opportunities. What the boatmen should see to, in their own interests, is that the opportunities for blackmailing them be reduced as far as is in their power to reduce them. And a very effective way of cutting down the opportunities is to imitate the example set by an Egyptian company under English direction. This company undertakes the transport of goods by river and canal, and has so fitted up its barges that their masts can be easily lowered to enable them to pass under the girders of the railway bridges at most seasons of the year. During the height of the flood only, the opening of the navigation passage has to be awaited. It may not be easy to adapt the native boat of to-day and of the long past to meet the new conditions of traffic created by the construction of bridges across the navigable routes, but it should not be difficult for experts to design a new type of boat suited both to the old conditions which continue to exist, and to the new conditions as well. The Egyptian lives in an atmosphere that preserves much that is ancient, and a period of less than three years, during which the canal and river bridge obstructions have been multiplying, is as day in any effect it can produce on the slow changing boatmen of the Nile. Unless the boatmen of these carrying business pass to the boatmen of to-morrow, more ready to adapt themselves to a changing environment, according to the law that rules the world.

There is, in this connection, an interesting instance of persistence of type. The Fayoum, which is a narrow strip of land, may be considered as an arm cut off from the rest of Egypt. Except for quite a narrow strip of land along which the Baris Yusuf flows, the province is almost surrounded by desert. On that edge of it which is most remote from the Nile Valley, is the Lake Karun, the persistent residence of the ancient Lake Morris. On this lake the fisherman uses boats of a description that, it would seem, even a land-lubber could improve upon. The development of naval architecture must have been arrested on this lake a long time ago. The shape of the boats and their whole equipment do not perhaps belong to prehistoric time, but they are not much more modern. Even the ancient Egyptians used sail, but the lake boatmen of the Fayoum do not, so perhaps we have here an example of reversion to a more ancient type. The pressure of competition does not reach this out-of-the-way piece of water to which the fisherman's boats are confined, and no change of type is likely to be seen until tourists, or some other innovation, invade this hitherto little visited corner of Egypt. But we must leave these interesting questions to the study of the evolutionist, and get back to the Delta canals.

The navigation route, which was intended to take the place of the Damietta branch, was created by the construction of a new canal from the Barrage to Beuda, and of locks and regulators on existing canals north of Benha. The new canal is called the Rayah Tewiki, and the canals forming its continuation, the Sabel and Mansura. The lock, connecting the canal with the lower part of the river, is at Mansura, north of which it was expected that there would always be deep water. But this has been found later to be a mistake, as the permanent deep water, when the Delta Barrage is tight closed, does not reach farther up the branch than Sherbin, a village 16 miles (25 kilometers) below Mansura. In a dry summer, therefore, through navigation between Cairo and Damietta can either go downstream to Beuda or past it to the Afshel branch at Atfah the Mahmud Canal, which carries them into Alexandria, where there is a tall lock connecting the canal with the Maritime harbour.

On this Cairo-Alexandria route there are a considerable number of navigation obstacles, which I will not detail. It is, however, important to note the dimensions of locks which limit the dimensions of boats. If, during flood, boats use the river route between Cairo and Afshel, and thence the Mahmud Canal to Alexandria, the larger of two locks at the Afshel entrance to the canal limits the dimensions to an extension of 54 m. length by 12 m. width. But unless the conditions allow of the larger lock in the Delta Barrage passing boats, the size of boats using this route is limited by the smaller Barrage lock to 53.50 m. by 11.83 m., as already pointed out.

When the Rosetta Branch below the Delta Barrage ceases to be navigable, the lock at the head of the Rayah Manufia is the controlling point, reducing the dimensions of boats to 8 m. width, but still allowing a length of 54 m., as it has that length and a metre more to spare. Ten kilometres from the head is a short lock, evidently a child of the Irrigation Department of former days, born out of due time. Fortunately the regulator with which it is associated is rather remarkable, and so both pair of lock gates can be left fully open, so that any boats that can get into the lock can pass this lock also, as it has a width of 8 m.

On this route between Cairo and Alexandria there are six State Railway bridges to 12 m. or more. Light Railway bridges, so that the journey is not all plain sailing, and

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With the exception of the tail lock at Suez, a length of 36.20 m. but, as they are always open, the length of the lock does not affect the size of the traffic. There is, however, very little traffic on this canal, as it has many shallows and much weed growth. The tail lock communicating with the Gulf of Suez has a length of 894 m. Boats, therefore, 87 m. long and 2½ m. wide can go anywhere on the Ismailia system of canals.

There is one other fine navigation line which is worthy of special mention, that namely, from the Delta Barrage to Rabat through the Central Canal by way of the Menufia-Shibin Canal. The limiting lock has a 920 m. length and 7 m. width. All the other locks do not have a width of 8 m. Some day, if the boat traffic develops sufficiently, it may be considered to widen 8 m., or to build new ones to the standard width. The Karanis Lock, which is one of the narrow ones, has a length of 91 m. only, but both banks up to the canal, has generally both parts of gates fully open. Otherwise its length of 21 m. limits the size of passing boats. Unless it is found necessary to use the regulator with which this lock is combined, it is evidently desirable to build a new lock to the standard size.

The standard sizes of lock chamber adopted in the Delta, as those to which future locks should be built, are as follows:—

Metres. Metres. Metres. Metres.

(1) On the Nile branches... 64.24 by 12

(2) On the Nile from Asouan to Cairo... 80 by 16

(3) On main lines of canal navigation... 55 by 8

(4) Secondary lines of canal navigation... 35 by 8

(5) On feeder lines in the North of the Delta... 27.75 by 6

It is a matter for regret that standard dimensions were not laid down before some of the comparatively modern locks were designed and built. The depth of water in the canals varies considerably at different seasons, but not to such an extent as the depth of the river varies. Generally speaking, a depth of 2 m. can be relied upon, on the main lines, with a minimum of 1 m. in summer; on the secondary lines perhaps rather less; and on the feeder lines from 1 m. to a bare metre.

On page 19 of Lord Cromer's Report on Egypt and the Sudan in 1903 (Egypt, No. 1, 1904) some interesting figures are given to show the increase of navigation in Egypt subsequent to the removal of tolls. Tolls were generally suppressed from January 1st, 1901, and it is in this year that the increase of navigation began in a decided manner. But at the Kafr-el-Nil Barrage tolls were suppressed two years earlier, the result of the 1900, for purposes of comparison, with 1902. In Egypt, sizes of boats and their cargoes are recorded in "arabs" an arab being equal to 54 bushels. The inland water-borne traffic from and to Alexandria is gauged at the Afshel locks, through which boats pass in and out of the Mahmud Canal. The figures given below are the sum of the number of boats passing inwards and outwards, whether loaded or empty. The "ardebage" in the case of the Afshel locks I have not been able to ascertain:—

Number of boats Remarks.

Year. Passing Afshel locks.

1898 5,793 Tollain force, except

1899 5,793 Kafr-el-Nil Bridge from 1899.

1900 15,654

1901 16,712 Tolls removed

1902 18,234 everywhere

1903 23,999

The suppression of the tolls of Kafr-el-Nil Bridge had little effect, as the payment at this bridge used to clear the Barrage, so that this first partial suppression of tolls resulted in little more than payment being made at the Barrage instead of at Kafr-el-Nil (Cairo). The numbers and "ardebage" of boats were not affected till after the general suppression of tolls. Still, to exclude any possible effect that the first suppression may have had on the Barrage figures, the year 1898 is selected for comparison with 1902.

The figures are as follows:—

Year. Number of boats passing river Arleba up and down.

1898 15,867 2,414,601

1903 57,890 7,676,365

It will be seen that the effect of the removal of tolls has been unmistakable and immediate.

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Year. Number of boats passing river Arleba up and down.

1898 15,867 2,414,601

1903 57,890 7,676,365

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Alexandrie le 15 avril 1905.

L'Administrateur-Directeur
(signé) E. W. P. FOSTER.

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